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CENTRAL INTELLIGENCE AGENCY

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1. On 25 June the following Chinese Communist Air Force (CCAF) activities took place:
 - a. Tsingtao: 23 MIG-15's and 4 YAK-17's of the 46 and 48 Air Regiments, 16 Air Division, were used in training missions. Forty-three pilots flew MIG-15's and 16 pilots flew YAK-17's. All flight leaders were Soviets.
 - b. Hanking: a flight of 12 IL-12's, scheduled to leave for K'aifeng, was postponed because of bad weather.
2. On 26 June the following CCAF activities took place:
 - a. T'angshan: a number of YAK-17's flew training missions.
 - b. Seven high-ranking officers of the Central and South China Air Force Headquarters flew from Hankow to attend a conference in Peiping.
3. On 27 June the following CCAF activities took place:
 - a. Shanghai: 3 fighters and 2 bombers flew training missions.
 - b. Hanking: 11 fighters and 8 bombers conducted air-ground radio communications tests.
 - c. Yangts'un: 6 MIG-15's left for Tsingtao.
4. On 24-26 June the following Soviet Air Force (SAF) activities took place:
 - a. On 24 June 8 MIG-15's and one TU-2 left Mukden for Antung, where they are to be stationed.

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- b. On 25 June 25 MIG-15's flew training missions over Liaoyang.
- c. On 26 June 8 TU-2's left Voroshilov for Mukden and 20 MIG-15's flew training missions over Anshan.
- 5. On 27 June the following SAF activities took place:
 - a. Mukden: 8 TU-2's left for the Port Arthur-Dairen area.
 - b. Liaoyang training missions included 25 MIG-15's and a number of other planes.
 - c. Anshan training missions:
 - (1) Morning: two flights with a total of 17 MIG-15's and 2 YAK-17's.
 - (2) Afternoon: 10 MIG-15's and 2 YAK-17's.
- 6. On 29 June the following air activities took place:
 - a. At 6:17 a.m. YAK-type plane Number 38 arrived at Mukden from Antung. At 1 p.m. 2 YAK-1 (sic) planes left Anshan for Antung, one being piloted by Yeh-Zei-mao-fu. At 7 a.m. one YAK-12 left Port Arthur for Voroshilov via Mukden, arriving at Voroshilov at 1:45 p.m.
 - b. Flights from Mukden were as follows: at 5:37 a.m. civil transport Number 04 left for Tsitsihar, piloted by CHI Liu-hsin (吉留新), and at 6:10 a.m. YAK-12 Number 01 left for Peiping.
 - c. Flights from Peiping were as follows: at 6 a.m. YAK-12 Number 3 left for Ulan Bator; at 6:03 a.m. transport Number 11 left for Lanchow via Sian; at 6:38 a.m. YAK-11 Number 3 left for Yangts'un; at 7:21 a.m. transport Number 2 left for Anshan, where it arrived at 9:35 a.m.; at 8 a.m. transport Number 8328 left for Mukden, piloted by CHIANG Pa (江巴) and arriving at 12:10 p.m.; and at 11:19 a.m. IL-12 Number 37 left for Ch'engtu via Hankow, arriving at Ch'engtu at 3:15 p.m.
 - d. Flights from Yangts'un were as follows: at 5:55 a.m. one YAK-12 left for Chohsien (115-58, 39-30), and at 6:31 a.m. plane Number 7806 left for Chohsien.
 - e. At 12:11 p.m. civil transport Number 208 arrived at Peiping. Transport Number 214 of the Chinese Communist Aviation Bureau was scheduled to leave Shanghai at 11 a.m. for Hankow via Hankow. Plane Number 8328 was scheduled to leave Peiping for Mukden at 8 a.m.
 - f. Air defense exercises were scheduled to be held in the Shanghai, Ningbo and Hangchow areas from 8 a.m. to 11 a.m. All planes were warned by the Chinese Communist authorities not to enter these areas during that period.
 - g. From 4:30 a.m. to 7 p.m. the Mutanchiang Aviation School was to use 27 planes, including 13 Type-99 (sic) trainers, for training missions to be flown during that period by 138 cadets at the school. These planes were to fly at altitudes of approximately 1,000 - 3,500 feet and were to be in the air for a total of 110 hours, with a total of 706 landings and take-offs being made. These training missions were to be under the over-all direction of YANG Yueh-ming (楊月明), CH'EN Tien-kuei (錢殿奎), CH'EN Ken-sheng (錢根生).

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